

SUGAR and PLANTATION NEWS

HALF MILLION TONS JAVAS TO BRITISH

But Lack of Immediate Supply Holds Prices At High Level.

Heavy Buying At Present Values Indicates Refiners Anticipate Continued Strength

Sales of raw sugar at New York during the week ending May 4 totalled about 470,000 bags, Cubas and Portos Ricos. Willett Gray report: Central grinding 130, against 102 last week, 172 last year and 144 in 1914.

Stocks in the United States and Cuba together 1,088,298 tons, against 1,042,964 tons last week and 1,018,746 tons last year, an increase of 69,552 tons from last year.

Up to last week Cuban holders had made repeated advances in their price pretensions because of having no competition from the producers of the only large sugar crop in the world that can compete successfully with Cuba, viz., the sugars of the island of Java.

The most important item of news this week is that reported in private cable advices from London that the British Government has bought some 500,000 tons sugar from the new Java crop beginning to mature in May. It is therefore evident that Cuban planters have advanced prices to a point the parity of which is quite satisfactory to Java planters, and Britain has secured a supply of sugar from Java available for use in September-October which otherwise may have been bought from Cuba and the United States.

The purchase had an immediate sentimental effect on our local market, holders overlooking the fact that sugar available from now until September should not be classed with sugar available later on. Hence a disposition to sell prevailed the market for awhile and was accepted by refiners to secure a fair line of supplies at a reduction to 6.40c.

Sugar Reached 6.65

Operators, however, were not influenced by this selling movement, but in the face of it made somewhat extensive purchases at and later at the highest point yet reached, 6.65c.

At this writing the operative side holds good, and practically no Cubas are now on offer at below 5 1/2c. & 1/2 for shipment, and we must record for the week a further addition to the only slightly interrupted advancing movement of 1-1/2c per lb., from 6.45c to 6.62c per lb. duty paid for nearly positions.

The Cuban holders are no doubt receiving strength to present and prospective values for their sugar for several months to come by the fact that both Great Britain and France, and other European countries, must continue buying for requirements up to August from Cuba and the United States. After the sentimental effect of the Java selling has passed by the rising tone and tendency of the market is likely to be renewed, and the market is strong, with few offerings in nearby positions at 6.52c, and with 6.65c for June.

Renewed activity is reported on an f.o.b. basis, and considerable business (probably 50,000 tons) is understood to have been put through at 5c f.o.b. Cuba.

Cuban Business
Cuba receipts are slightly smaller, at 170,105 tons for the week, commensurate with the closing prices of fifteen cents during the week, leaving 147 working on May 1. Exports to the United States Atlantic ports of 60,208 tons are sufficient for refiners' melting when taken with the equal receipts of Porto Rico, Hawaiian and other sugars. Exports from Cuba during the week also included 13,311 tons to New Orleans and 27,929 tons to Europe, making a total export of 102,147 tons. Stocks continue to increase, having reached 930,085 tons total. Visible supply to April 29 is 2,388,418 tons, against 1,780,797 tons last year and 1,938,381 tons in 1914. Weather conditions are reported as unsettled.

United Kingdom
Reports state that the demand for refined continues good, even with the advance in duty-paid prices caused by the half-penny increase in the duty. Stock in bond on April was 98,550 tons, against 292,900 tons at same time last year. This deficiency is about offset by the Royal Commission's recent purchases of about 500,000 tons April-July, against last year's United Kingdom imports of only 291,883 tons Javans.

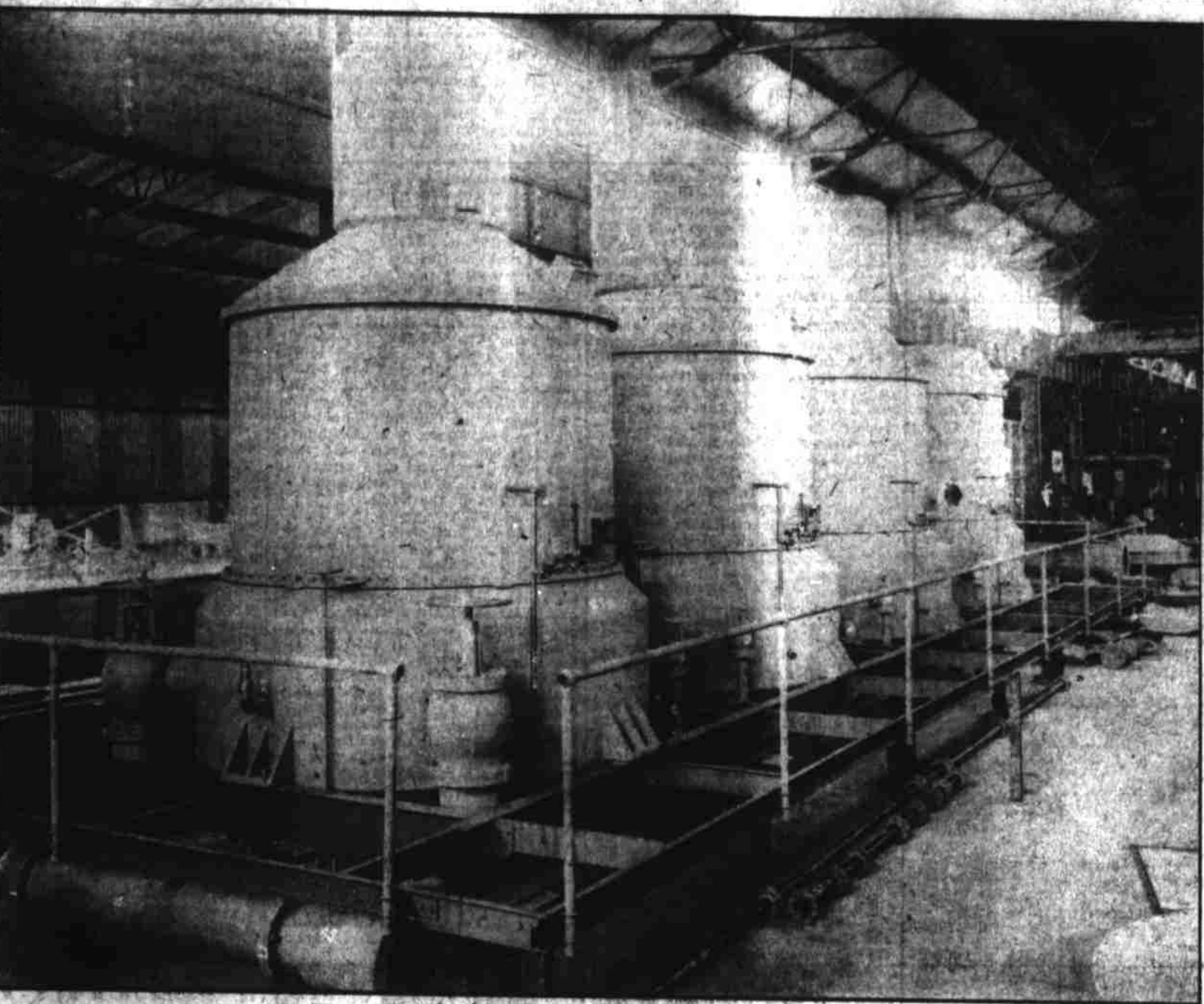
April 10 the French government issued a proclamation calling on the beet producers to plant and cultivate all the beet roots possible.

April 20 the French chamber of deputies voted to tax several commodities, including sugar. The amount of tax has not been announced.

Refined
Sugar market has ruled steady throughout the week. Business in general has been quiet both for withdrawals and new contracts, but toward the close buying was stimulated by the stronger raw market, and there has been some slight increase in the volume of withdrawals owing to the American's request for shipping instructions on all outstanding contracts up to and including 6.00c sugars.

Refiners continue to limit the buying

STANDARD EVAPORATORS WILL INCREASE CAPACITY OF OLAA MILL FIFTY PER CENT



HOT BULB ENGINES ARE USEFUL TYPE

Better Than Diesel In Some Regards, Opinion of Engineer Hind

There is a big field for the application of fuel oil engines other than of the Diesel type to plantation use, according to R. Kenton Hind, consulting engineer of the Honolulu Iron Works Company. The so-called hot-bulb type of internal combustion engines has some advantages over the Diesel as it works under two hundred pound compression, whereas the Diesel requires at least 750 pounds.

The Annie Johnson, which recently made a visit to Honolulu, is equipped with two Bolidor two-cylinder, two-cycle, 100-horsepower engines of the hot-bulb type, working at 225 r.p.m. In her trial trip in San Francisco Bay she made 9.4 knots per hour laden with a 1500 ton cargo. On the voyage to Honolulu the Annie Johnson's engines burned fuel at the cost of only forty cents per hour, which gives an adequate idea of their great economy. Mr. Hind believes they will be very useful, whereas stationary engines are required on the plantations.

How It Differs
The economy of a four-cycle Diesel and a four-cycle hot-bulb engine is the same, the advantage of the latter being greater economy in supplementary power. In the Diesel the explosion of the hot oil is brought about by the heat generated by compression. In the hot-bulb engine, as stated above, this is done up a good deal of power, as a matter of course. In the newer type of engine the charge of oil is injected into a bulb, made red hot first by the blast of a torch flame from the outside. The heat generated by the explosion of the oil keeps it in that condition after the engine is started. The bulb opens towards the piston head just as in the case in the Diesel compression chamber and the exploding vaporized oil is the motive power. Mr. Hind said that the Annie Johnson's two-cycle engines are not as economical as the Diesel four-cycle, but where structural comparisons are like the economy of the hot-bulb engine is greater.

One of the Bolidor hot-bulb engines has been ordered for the James Makole. It is to be of the 240-horsepower four-cylinder type and will be shipped to Hawaii direct from Sweden. Ernest Erickson, representing Henry Lund & Co., San Francisco, who has been here in the interest of this new engine, leaves for San Francisco on the Wilhelmina today.

In all instances where the trade have old contracts on the books.

Shipments are fairly prompt, although the strikes at the terminals and on the docks, if not settled shortly, may interfere with shipments, particularly for export.

OLAA is now replacing a new standard quadruple-effect evaporator set of latest design which will be completed and ready for work within thirty days. Cuttson, Neill & Company are filling this contract and for it was thought the installation could be made. The directors had planned to have the evaporators ready to handle the 1917 crop. Expert standardization of the mill indicated that the Lillie was the weakest unit in the train. These new cells, with 12,000 square feet evaporating surface will increase the capacity of the mill fifty per cent, and will enable Manager C. P. Eckart to finish grinding the balance of the 1916 crop in less time. The new Searby shredder and an increased battery of mud presses will also be installed so that hereafter OLAA can handle larger crops in less time with improved extraction and better recovery.

C. J. HUTCHINGS EXHIBITS BAGASSE SUGAR BARRELS

Two nail-kegs made of Ewa bagasse are on exhibition at E. O. Hall & Son, and a cigar-box and some colored discs made of the same material are being shown at F. W. Macfarlane's office. Clinton J. Hutchings brought these samples of bagasse board from San Francisco yesterday to show what the new material looks like. He is ready to make sugar containers like them when the planters decide as to the dimensions required.

One of the kegs filled with nails has been shipped over 6000 miles by the American Steel & Wire Company. The first leg of its zigzag travels was from New York to Seattle via the Great Lakes, during which it had to be handled a dozen times. Next the keg of nails went to San Francisco by sea, was shot into and out of cellars and warehouses, dropped, tossed, rolled and tumbled, and given the hardest kind of usage. Then it was sent by river boat to Sacramento, by train to Los Angeles, Chicago and other points, and finally back to San Francisco, and is now in Honolulu to prove what strong stuff Hawaiian bagasse is to be made into.

A number of sugar men have inspected the kegs (which are empty), and lively interest is developing in the new invention.

How Illinois Does It

In Illinois the state maintains roads that have been built with loan fund money. Two types are in general use—concrete and brick. The repair department uses small motor trucks made from second-hand, rebuilt runabouts and small portable heating kettle outfits, and have cut the cost of maintenance down to 0.1 to 0.57 of a cent per square yard of pavement. The concrete roads were put down four years ago and have been kept in good shape by constant inspection and the immediate filling of cracks as they appear.

Maui Agricultural and H. C. & S. Co., will wind up their harvest about the first week in July. J. P. Cooke stated yesterday that all the A. & B. plantations are later than usual this year on account of unreasonable weather conditions in December and January. The winter floods had the same general effect on practically all Hawaiian plantations.

HIND-OGG DRY FLUME IS MAKING PROGRESS

Twenty sections of the Hind-Ogg dry flume are now being made at Hawaii plantation. The motors are here, but the portable generating plant and gasoline engines to run them have not arrived, although they are expected almost any day.

John Hind, who is now on a trip East, is conferring with other inventors of dry flumes and mechanical carriers to see whether the different ideas can all be got together and incorporated in one scheme. It was found that some of the principles used in the Hind-Ogg patents had already been used by mainland inventors but never in this particular field. Hence Mr. Hind is endeavoring to prevent misunderstandings and conflicts by getting other inventors to unite with him in solving the cane transportation problem.

All About Pumps

A new text-book on centrifugal pumps has been compiled by R. L. Daugherty. In it "pump characteristics" are explained at length and full data are given concerning the performance of 123 turbine and 51 volute centrifugals. The field covered by them ranged from one to eleven stages, heads from seven to 1843 feet, capacities from 108 to 132,000 gallons per minute, speeds from sixty two to 20,000 r.p.m., and efficiencies from thirty to eighty-seven per cent. The book is published by McGraw-Hill Book Co., New York. Plantation engineers will find it interesting and useful.

Fertilizer From Sewage

The Hungarian agricultural chemist, Katozhaki, has perfected a method by which ammonium sulphate can be economically produced from city sewage. The sewage is run into septic tanks which are kept air tight. Burned lime is added and the precipitate which forms is distilled in superheated steam, the ammonia which passes off being recovered by the sulphuric acid method. He obtained an average of twenty-one pounds of ammonium sulphate per cubic meter of sewage. The sludge remaining after distillation contained two to three per cent phosphoric acid and thirty per cent lime. The process is commercially economical, he states.

Dutch White At Kahuku

Kahuku mill is turning out between 25 and 30 tons of norrit process, Dutch white sugar per day. The experiment in proving quite successful, Alexander & Baldwin stated yesterday.

Searby Shredders Salvage

Interest in the Searby shredder is steadily increasing. Besides those already installed orders have been placed by OLAA, Kohala Sugar, Havi, Waiakoa and Laupahoehoe plantations. One of the largest size has been sold in Louisiana, and one 54 inch shredder to Formosa. The last number of the Australian Sugar Journal contains favorable comment on both the Searby shredder and the Messchaert system of grooving.

SPENT A FORTUNE ON SKIN TROUBLE

But Lost All Hope of Cure—Grew Worse and Worse in Spite of Many Doctors and Three Years of Hospital Treatment—Inflammation Made Her Almost Crazy with Pain.

CURED BY TWO SETS OF CUTICURA REMEDIES

"I began to have an itching over my whole body about seven years ago and this settled in my limbs, from the knees to the toes. I went to see a great many physicians, a matter which cost me a fortune, and after I noticed that I did not get any relief that way, I went for three years to the hospital. But they were unable to help me there. I used all the medicines that I could see but became worse and worse. I had an inflammation which made me almost crazy with pain. When I showed my foot to my friends they would get really frightened. I did not know what to do. I was so sick and had become so nervous that I positively lost all hope."

"I had seen the advertisement of the Cuticura Remedies a great many times but could not make up my mind to buy them, for I had already used so many medicines. Finally I did decide to use the Cuticura Remedies and I tell you that I was never so pleased as when I noticed that, after having used two sets of Cuticura Soap, Cuticura Ointment and Cuticura Pills, the entire inflammation had gone. I was completely cured. I should be only too glad if people with a similar disease would come to me and find out the truth. I would only recommend them to use Cuticura. Mrs. Bertha Sachs, 1621 Second Ave., New York, N. Y., Aug. 20, 1907."

"Mrs. Bertha Sachs is my sister-in-law and I know well how she suffered and was cured by the Cuticura Remedies after many other treatments failed. Mrs. Sachs, 521 E. 89th St., New York, N. Y., Secretary of Deutsch-Outwoner Unit, Verein, Kempner Holzweg-Benevolence Society, etc."

A single set of Cuticura Remedies, costing but one dollar, consisting of Soap to cleanse, Ointment to heal and Pills to purify, has frequently cured chronic cases of torturing, disgusting humors of infants, children and adults when the best methods known to the profession had failed. Guaranteed absolutely pure. Cuticura Remedies are sold everywhere. Write for a free sample. The Cuticura Book, an authority on skin and blood diseases.

SITUATION IS BAD IN PHILIPPINES

War-created Conditions Are Entailing Heavy Loss On Small Planters

Sugar conditions are rather more serious in the Philippines than many realize, because of the unusual conditions imposed by the war. The price of steel, machinery and supplies has advanced, because of lack of tonnage, and this same lack of tonnage has entirely cut off a large share of the planters from their usual market. The responsible authorities are at fault in not taking matters in hand and providing proper mills and better transportation facilities.

C. Hedemann, manager of Honolulu Iron Works Company, who has recently returned from Manila, stated his opinion yesterday that the government has been remiss in not doing what ought to have been done. The bulk of Philippine sugars are very low grade, ranging from 72 to 78 per cent polarization. Lack of freighters has cut off all these low grades from their usual market because it does not pay to ship impure sugars. The freight rates are too high.

China Market Limited
Some of these brown sugars find an outlet in China, but that market is limited, and competition is keen. The mills that turn out 90 per cent centrifugals all have more cane in sight than they can possibly handle, working to the full limit of their productive capacity. As a result many planters are leaving their cane unharvested, which makes their labor an economic loss. Others are finding their crops in the erude and inefficient mills of which there are hundreds all through the Philippines, storing their product in the vain hope that in some miraculous manner the former markets will be reopened to them. The fermentation losses of these stored low grades are already alarming.

Conditions Serious
The Philippine government is confronted by a condition and not a theory, and Mr. Hedemann is of the opinion that a mistake is being made in postponing the question of more and better mills, irrespective of what the first cost may be. The companies operating modern mills are all reaping big profits because their product will pay to ship, even though freight rates are very high.

The sugar in the Governor Forbes is paying \$26 a ton to San Francisco. San Carlos sugars are contracted for Pacific coast delivery at \$19.25 per ton. Centrifugal sugars can stand these rates. Muscovadoes polarizing less than 80 per cent, and that is where the rub comes. That is why the government is making a serious error in not helping out the small sugar planters to whom war has brought tremendous losses. The sugar situation is in reality very acute on that part of our American possessions.

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OLAA SUGAR COMPANY TO PAY FIRST DIVIDEND

The directors of OLAA Sugar Company at a meeting held yesterday morning voted to pay dividends of 20 cents per share beginning July 1, 1916 and continuing until further notice. This announcement at the Honolulu Stock and Bond Exchange, precipitated heavy buying and the price advanced from \$19.50 to \$21, with many sellers holding out for a much higher figure. Between boards and during the session 5285 shares changed hands, and heavy trading still continued.

This is the first dividend paid by OLAA plantation in the seventeen years since its incorporation. War prices for sugar, good management, a constructive policy on the part of agents and directors, and a dogged determination to win have brought this great property through to this successful issue. OLAA shares have been very widely held from the very beginning of the enterprise in 1899 and so yesterday's news was good news throughout the Territory.

Arsenic in Soils

W. T. McGeorge, formerly assistant chemist at the Hawaii experiment station, has contributed a technical study in the Journal of Agricultural Research on the fate of the arsenic in the soil when used as a weed spray. He states that insoluble arsenical compounds are formed, the arsenic replacing iron, calcium, magnesium and humus.

Brewer Shipments

C. Brewer & Company state that their plantations are about half through grinding. The harvest is going along at maximum capacity and shipments are improving. The Sierra 1300 ton cargo helped out, and the Matson boats are taking sugar to their last foot of freight carrying capacity.

Boiler Agency

A. G. Hodge of San Francisco, who arrived in the Maunaloa yesterday will represent the Babcock & Wilcox boilers and other products. He is to have an office with Castle & Cooke who have been agents for Babcock & Wilcox for many years.

OXNARDS ORGANIZE REFINERY COMPANY

Plant At Savannah, Georgia, Will Have Capacity of Million Pounds a Day

The Oxnard brothers, who are largely interested in California enterprises, and reported to be among the most successful sugar refiners in the United States, have organized the Savannah Sugar Refining Corporation, for the purpose of building at Savannah, Georgia, a plant with a capacity of 1,000,000 pounds a day, or 150,000 short tons a year. At normal prices the value of the output will be about \$15,000,000 a year.

A company has been organized under the laws of New York State with the following capitalization: Seven per cent cumulative preferred stock (par \$100), \$1,000,000 outstanding; preferred as to dividends and as to assets at par. (The authorized issue of preferred is shortly to be increased to \$3,000,000); no par value common stock shares, \$20,000 outstanding.

The enterprise has been underwritten by a syndicate composed of William Morris, Imbrie & Co. of New York and Chicago and Byrne & McDonnell of San Francisco. It is understood that a large part of the stock has been floated in San Francisco where the accumulated profits of raw-sugar production are very large. Regarding the enterprise the underwriters say:

The entire territory at present tributary to Savannah, which will be its outlet for refined product, has no sugar refinery nearer than Philadelphia to the north and New Orleans to the south. The consumption of sugar in the territory to which the company will enjoy preferential freight rates is about 500,000 tons per annum, or three times the output of the Savannah refinery. The consumption of sugar in the United States for a number of years has increased at the rate of 150,000 tons per annum, or equivalent to the entire output of the factory.

Savannah Has Advantages

Savannah is geographically very favorably situated for getting raw material from China and Porto Rico, the principal sources of raw sugar. Not only because of its greater proximity to these countries, but also because it offers low port charges and favorable outward cargoes to vessels bringing in the raw sugars, with consequent very favorable freight rates inward on these sugars.

Savannah stands second in volume of export among the cities of the Atlantic coast, many vessels coming there empty in order to take export cargoes out. Therefore, inward freight rates will be particularly favorable. There is also quick and cheap transportation from Cuba by ferry to Key West and northward over the Florida and East Coast Railway. The Savannah Sugar Corporation is excellently located to take advantage of this freight route.

The chief manufacturing expenses of sugar refining consist of the items—packaging, fuel and labor.

Cheap Fuel Near At Hand
The refinery will be situated near one of the largest lumber mills in the Southeast, so that the company will get only have an abundant supply of wood, from which barrels are made, in very close proximity at low cost, but will also be able to get fuel from sawmills, shales and other refuse of the sawmill at a nominal cost. In addition, other fuel can be procured at as low a figure as at other refining points. As to labor, the scale of wages for labor in Savannah is materially lower than in the Northern States.

None of the above savings in expense beyond that of the company's competitors is included in the estimate of earnings, which are based upon the ten-year average of costs and sales prices as compiled by Messrs. Willett & Gray, the sugar statisticians, for the years 1905 to 1914 inclusive. Based on these figures, a little over a sixth of a cent per pound profit on a daily melting of 1,000,000 pounds would give the company an annual net profit of \$500,000, or, after deducting preferred stock dividends, would leave about \$20 a share available for depreciation reserve and dividends on common stock.

SUGAR AT HILO

The following sugar, by bags and plantations, is reported by the Mauna Kea awaiting shipment at Hilo Monday:

OLAA	7850
Waiakoa	7000
Hawai Mill	16812
Hilo Sugar	7600
Thomson	1434
Popekoe	3300
Honome	5300
Hakalau	10002
Laupahoehoe	16812
Kauai	3406
Kukui	8088
Hanalei Mill	1417
Paahau	13000
Honaka	15000
Punaluu	7311
Honoupo	3318

Paper Pulp From Bagasse

J. B. Adams of San Francisco and Chicago, who has been in Honolulu a couple of months, advocates the manufacture of paper pulp from cane bagasse. A number of the local sugar men are showing interest in this possible outlet for surplus bagasse.